



PROP TORQUE



Official Newsletter of the...
LAUNCESTON MODEL AERO CLUB Inc.
VOLUME 10

NOVEMBER

2001



Prop Torque..... November 2001

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SECRETARY Gerry de Groot (03) 6369 5284
TREASURER Nigel Keefe (03) 6344 6079

Next Committee Meeting:
Monday, December 10th at
7:30pm at the Waddle
residence
35 Collins St., Evandale

Prop Torque is the Members Magazine Why not make a contribution?

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CAPTAIN'S REPORT

Peter Kidson (03) 6394 4380
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Hi,

Hello once again, it's been a quiet time since my last report, so quiet in fact there's not really much to chat about. I finally got round to putting my registration letters and numbers on the Carrera and a name, 'Rosevears Rocket'. Still having trouble with my landings though.

Sometimes when I have a problem or a subject I know little about crops up I find the best way to learn about it is to read an article on that very subject. This I guess is true of most of us. Another way of finding out is to ask questions. So how about you people out there in aeroplane land asking questions of other members of the club to find out if they have an answer to help solve the riddle for you?. For instance, What's the difference between a hot plug and a cold plug?. Why should a four stroke plug help a two stroke engine to tick over better than the correct plug?. What does a tuned pipe actually do and why?. Here's one that has intrigued me for a long time, Why is a two stroke muffler always bigger than a four stroke one? or who writes this story about Jake?.

When you are next at the field ask any committee member any question and if they can't answer there and then, the question will be placed in the newsletter and some one out there will have an answer back to you in a jiffy. In fact I'll answer the first question. A jiffy is a very short time. See, the whole systems works already. Come on group, ask away.

Looks like we have a return of that old favorite, the Christmas BBQ, it will be held at our editors house and all the details should be further along in this newsletter.

Got any ideas as to how we should run the club or any new events we could add to the contest calendar? Have you any suggestions at all?. If so, ring me and let me know and I'll let the other's know. Think of it as a suggestion box, confidential of course.

By the time you read this we will have held the second round of seven cell gliders the results of which will be in the next issue of PT. Nov 24th



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sees a Pattern comp at the north west site, Sylv and I'll pop up there and have a go. After that the next comp at Symmons will be a Fun Fly round 3.

Note the change of date to Sunday, December 16.

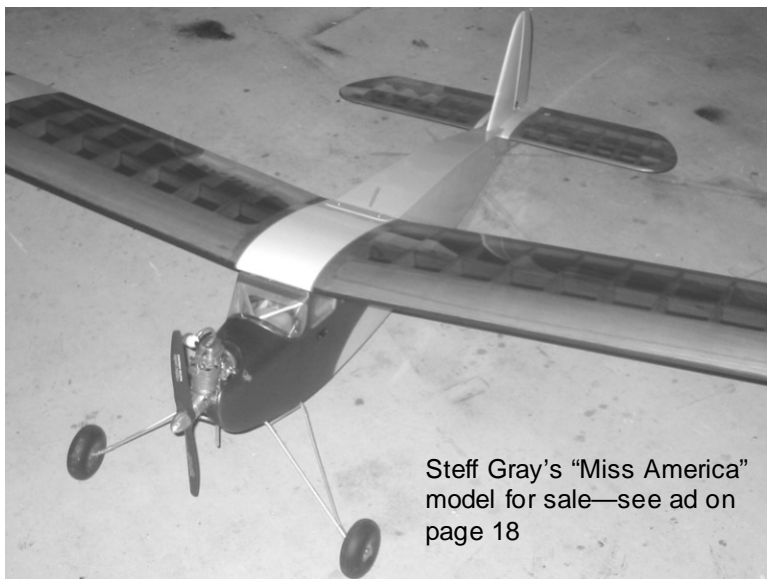
So, a few things in the pipeline, not much to complain about this month with the exception of the weather. I'm thinking of ringing the weather people and asking them why they say it's going to rain at the weekend, surely, if they say it will be fine then it will be, some folk are just born idiots.

Who does write Jake anyway?.

I just tried to ring the weather bureau but the lines were down, something to do with wind I think..

See you at the field...

Pete....



Steff Gray's "Miss America" model for sale—see ad on page 18

SECRETARY'S REPORT

Gerry de Groot

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gdegroot@vision.net.au



Hello All.

From the MAAA Newsletter (No.4)

Safety is again in the spotlight. One item that took my interest is that of using a mechanical restraint while starting the engine in your model. The Newsletter makes the (very good) point that it can be dangerous leaning over your model to start the engine, particularly if you overbalance and accidentally advance the throttle on the transmitter. If you think it cannot happen to you, then think again. The same column went on to point out just how often these accidents occur. Remember, if you lose or permanently damage your fingers, you probably will not be able to fly again, much less build a model.

Getting to know your fellow members

The committee has realised that some members never get to meet many of their fellow members. There are those who, for various reasons, just don't seem to appear very often, or only fly weekdays, etc. To help members with the names of fellow club members, spare copies of the current membership list will be placed at the clubhouse for people to take if they wish to. (Now if the list had a small photograph of each member it would be a lot easier.....food for thought?)

(you could all come to the Christmas Party, enjoy a barbecue and meet your fellow members that way Ed.)

Mower Shed Keys

At the risk of boring the readership, there is more news on the saga of the mower shed keys: At the last committee meeting it was felt that the most likely reason we have not heard from key holders is that there are probably very few keys left in circulation. So what has been decided is this: current committee members without a key will get one, plus a dose of encouragement to help out with regular mowing of the strip. Other key holders are still welcome to help, but current committee members will be encouraged to take greater responsibility for mowing the strip.

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Contests

The CD has started planning for the State Open Glider Championship and the State Fly-In/Fun Fly. If you have ideas to share or would like to help in any way, feel free to contact Geoff Hays.

That's it for this column. Until next time, happy flying.
Gerry de Groot

Model Aircraft Adhesives

On page 14, there is a table, listing many of the adhesives used by model aircraft builders, this came from a US club site. It provides a very good overview of the different kinds of adhesives that modellers use in the various stages of construction. Tear it out for future reference.



John Lovell's Thunder Tiger 40L doing a low pass for the camera.



~~SALE SALE SALE SALE~~

Radio Controlled Planes & Gliders Reduced to Sell



PLANES:

	WAS	NOW
• P-51 Mustang	\$456.85	\$310.00
• Flair Jet Kits	\$220.01	\$147.95
• Flair Magnattica	\$203.22	\$143.50
• Ultimate 30 ARF	\$317.23	\$207.95
• Dazzler Aerobatic Plane	\$189.08	\$131.50

GLIDERS:

• Sky Fighter	\$256.58	\$181.00
• Albatross	\$149.45	\$105.00
• Spectra	\$193.43	\$131.50



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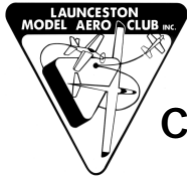
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Contest Directors Report

Last months report from me started with the bad run we were having with the weather.

But I am pleased to say Sunday the 16th December dawned a beautiful day and it continued that way all day, it was the day of our re scheduled 7 cell electric glider event and the fun fly for December.

We had 4 contestants finish both events on the day, the 7 cell event started at 9.04am and 4 rounds were completed by 10.55am, everything went as smooth as clockwork and scores were fairly even.

Kerry Gray competed with his new glider and this was his first time at this event coming third for his efforts, well done Kerry.

The fun fly started a little after 11am with 5 contestants, but due to a problem with Richards model he had to withdraw in the first event leaving 4 entrants to go on to complete all the tasks as scheduled, which were touch and go's and spot landing to finish, this was followed by a balloon burst event which meant that you had to take off without bursting a balloon but burst ne or more on landing, balloons were placed randomly along the strip.

It turned out that Andrew came out the supreme 'o Dam 'er' balloon buster followed by Kevin.

The next event was a speed differential run in which each pilot did a high speed run through a measured distance followed by a very slow speed run through the same distance, the pilot with the highest differential was the winner.

Then we came to our highlight event for the day, which was really a lot harder than it appeared, the flour bomb drop onto the target in the middle of the strip.

Bombs were taken aloft in little containers taped to the top of the planes wing, the plane took off, flew up the strip and did a loop where the pilot thought necessary, then at the top of the loop the bomb fell out hopefully onto the target.

Now 23 models used the containers while the other 2 had bomb bays built into their models, but nobody could pinpoint the target either way unless they flew very low, bombs fell all over the place.

So much more practice is needed plus some modifications to the highlighting of the bombs so they can be seen more easily as they fall, but it all went very well and was quite popular, so much so that all would like it to happen again.

Scores for the two events plus totals as they currently stand are as follows -

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The next event on our calendar will be in the new year on the 19th January Saturday 10am, it is listed as a scale fly in but we will modify it to include other models as well.

So if you do not have a strictly scale model then bring what you have, the emphasis will be on scale like flying instead of randomly tearing around the sky doing whatever.

We will judge take off's and landings, realism in flight and a max of 4 manouvers



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CONGRATULATIONS!! To -

Gerry & Virginia de Groot on becoming grandparents twice this month!! 1 boy and 1 girl.

Alice Robertson celebrating her birthday on November 24



Cafe Symmons

Club Day on November 10th was very quiet. Next club will be on December 1st
Alice R.



From the Editors

Hello to all,

Down at the field, we often hear questions about the electric motor combinations being used by flyers. With so many variations of electric motors, ferrite, cobalt or neodymium magnets; brushed vs brushless motors, geared or direct drive, not to mention the number of cells and cell capacities used, I sometimes think a degree in electrical engineering would help! The IC operators have it easy by comparison—either the kit or the plan tells you what size motor in either 4 stroke or 2 stroke. A piece of cake!

There are a number of theories for selecting the right electric motor for your selected aircraft. One I've seen on the web is by Matthew Orme from Aveox brushless motors. (www.aveox.com). His is called (not surprisingly "Orme's Law". This is designed to put you in the ballpark, not as a precise formula for success. Matthews formula is as follows.

1. Select model and scale (size)
2. Determine wing area in square feet.
3. Work out the number of cells required.
 - 1 cell for every 50 sq.ins for a high wing cabin sport model/trainer
 - 1 cell for every 35 sq.ins for a mid or low wing aileron aerobatic plane.
4. The rule also states that you prop for 4 minutes of flight at maximum throttle (25-30 Amps) with 1700 mAh or greater capacity nicads

As an example take a 120 sq.in Speed 400 pylon racer. According to the rule, you would need 3.4 cells ($120/35$) at 25A. Remember a NiCad is not a constant voltage source. At 25-35A, it is safe to assume that the cell is good for 1 volt. So, 3.4 cells at 25A = 85 watts. Since we want to use 7 smaller 500 or 600 mah cells in this plane, we can get the same power to the plane if we prop the 7 cell system to 12A.

The above is a bit of a new slant on the Keith Shaw rules of -

- Level Flight: 25 to 30 Watts per pound. (W/lb)
- ROG off smooth surfaces, reasonable climb: 40 to 50 W/lb
- ROGrass, Sport Aerobatics: 50 to 60 W/lb

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- Pattern: 70 to 100 W/lb

(Note that the actual calculation of these values depend upon the lift and drag co-efficients, and so the higher values should be used for “draggy” airframes).

Once you have determined the cell count for your model, the next step is to find a motor that is rated at the target number of cells and current. An inquiry to your friendly retailer (who must be experienced in electric models) will assist. Of course you can cheat and use software programs such as Electricalc or Motocalc. These are available on the web.

If you are keen to learn more about Electric flight and have access to the web then the E-Zone mag is a great place to go. This site is an “electronic” magazine with a difference.

At www.ezonemag.com this site has many articles including discussion forums where more flyers experienced in electric flight “than you can

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poke a stick at" are keen to share their experiences.

Shown on the previous page is an example of an aerobatic model using electric power (same motor I have in my Piper Cub). Yes I know, I can hear you all now "well why don't you build it George, instead of it sitting on the workshop bench!"


Christmas B-B-O Party

At the last committee meeting it was decided to hold a Christmas Party this year. Often members do not get the opportunity to meet and socialise with fellow members as we don't all fly on the same day of the week or at the field we are all too engrossed in our own thing to share an extended chat with each other. So, in an attempt to encourage more friendship and to meet the partners in our lives, come along, bring the family and join us on Sunday, December 16th at 4pm. For those that are going to the Fun Fly on the same day, call in afterwards and have some fun for Christmas. Directions are shown elsewhere in the magazine for those either coming from the South or the North.

You know what the best part is - **all the food is free!!!** There will be a barbecue with all the trimmings. Just bring along your own drinks for you and your family. Let us know if you will be coming, by telephoning either Kerry or George on 6398 2141 no later than Friday, December 7 (so we can organise the catering ☺). There is plenty of room undercover even if the weather is inclement.

Look forward to seeing you all there! Any questions just ask us.

Until next time *Put a spark in your life—Fly Electric*
George & Kerry



Ann Marie Cross, a Great Planes Product Support Manager is holding her MaxN32-13Y powered Giles202. She uses 20-RC2000 cells in Solderless-Power-Tubes along with the MaxGR gearbox and Maxu35C-21 ESC. This IMAC capable plane weighs a bit over 6lb. and is able to hover with an APC 16x6 prop.



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ADHESIVE SUMMARY, OCTOBER, 1996
Scale: 1 --- 10, least effect to most effect

Item	Dry Time	Strength	Brittle	Solvent Wet	Solvent Dry	Weight	Clamp	Sanding Difficulty	Cautions-Features
Isocyanate (Ambroid)	1-12 hr.	8	1			1	-	5	
White Aliphatic (Elnar's)	12 Hr.	5	5	H ₂ O	H ₂ O	5	+	8	non-toxic
(QuickSand)	20 Min.	5	5	H ₂ O	H ₂ O	5	+	8	non-toxic
Yellow Aliphatic (Titebond)	12 Hr.	6	4	H ₂ O		5	+	8	non-toxic
(Titebond II)	12 Hr.	6	4	H ₂ O	H ₂ O	5	+	8	non-toxic
Sprays (3M 77)	10 Sec.	1-5	5			5	-		toxic: eyes, skin, lungs
(Sta Put-II)	4 Hr.	7				5	+		extremely flammable!
Polyurethane (Gorilla Glue)	4 Hr.	10	2	alcohol	none	7	-+	3	toxic: skin, eyes, not gap filling
Urea Formaldehyde (Weldwood Waterproof)	10 Hr.	10	2	alcohol	none	7	+	8	toxic: skin, eyes; is gap filling
Epoxy (5 Min.)	5 Min.	7	10	alcohol	none	10		9	toxic: skin, eyes; gap filling
(30 Min.)	30 Min.	8	9	alcohol	none	10		9	
(4 Hr.)	4 Hr.	10	8	alcohol	none	10		10	
(Paste)	4 Hr.	10	8	alcohol	none	10		10	
R/C -56 (Millhold)	3-24 Hr.	10	1	H ₂ O	none	10	+	5	nontoxic; glues most plastics
Weldbond	24 Hr.	10	3			5	+-	9	nontoxic; glues everything
Polyester Resin	24 Hr.	8	2	?	none				toxic: skin
PFM	24 Hr.	10	1	Toulene	none	6	+-	5	sands gummy; not styrofoam self leveling; fuel proof
Cyanoacrylates (thin)	10 Sec.	9	8	Debondor	s ame	5		8	toxic: skin, eyes, lungs allergies
(thick)	30 Sec.	9	8	Debondor	s ame	5		8	
(gap)	30 Sec.	9	8	Debondor	s ame	5		8	



**Directions to George & Kerry's for the
LMAC
CHRISTMAS PARTY**
**Plenty of Room to meet people &
Enjoy Yourselfs**

When: SUNDAY, December 16 at 4 pm

Where: "Glenhaven" 50-62 Fairtlough St Perth

RSVP: 6398 2141 by Friday, December 7

Christmas Raffle will be drawn at the Party





Contact Peter Haworth
42 Newland Street
RIVERSIDE 7250
Ph 6327 3634 after 8.30pm
Fax 6327 1140
www.ozeflight.com.au



Christmas Time is almost here—what would you like to find under the tree?

How about a Firebird XL—Electric Parkfly model absolutely complete except for 8 pen cells for the transmitter, and only \$199. Assembles in 15 minutes, includes Charger, Nimh battery speed 400 motor and FM radio. Just right for a quick fly in the park across the road, or for your kids to have a lot of fun with. This is one of the biggest selling models in Australia at the moment, so come on, have some fun with one too.



For electric flight products, and advice you won't find at your local hobby shop!!!





The AdvenTures of JAKE

Part 7

Jake's on his way home.

Jake and Samantha had escaped from the Termination Prison and stolen a light aircraft. He realised they were somewhere in Europe but didn't know exactly. What he did know was the time of day and by looking at the position of the sun he was able to determine where the different poles of the compass were. By sheer fluke they chose to head west. "So," asked Jake, "what's your story,?" At first Samantha had decided not to tell this strange fellow with the ice blue eyes anything at all. But the more time she spent with him the safer she felt. The tale she told was one of intrigue, mystery and murder. It began way back in the time of the Inca's, their unusual demise and the theft of their fabulous treasures and the tale was yet to have an ending.



Jake and Samantha reached the coast of England by that afternoon. They were met at gun point by the Southsea home guard, who were a bit disappointed to learn they had still yet to capture a real prisoner. The pair were taken by truck to London where Samantha disembarked leaving Jake a lonely trip back to Finmere. She turned back to Jake, "I have a feeling we'll be in touch with you. I think you may be able to help solve the puzzle before it's too late". "What do you mean too late"?, he shouted above the noise of the truck starting off. Jake was not sure he had heard the answer correctly.

The truck wound it's way slowly back home as if it had not a care in the world. It had neither feelings or a wife waiting back home for it. Jake had and he was beginning to settle down from the events of the last few days. He hoped some of the bruising had faded a bit. He didn't want to scare Dawn.

Alf and Dawn were waiting at the barracks for the truck to come to a stand still. Jake jumped down from the uncomfortable seats and into the arms of Alf. "Thought we'd lost you, but no, you have to be the old bad penny and just keep turning up, how was the holiday"?. Jake smiled at

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Alf and pushed him out of the way, Dawn threw her arms around his neck, "welcome home", she said as the tears welled up in her eyes, "welcome home".

The next day Jake had a phone call. He was to go straight to the Air Marshall's office. "Glad to see you back safely Jake, how do you feel?", this from the Air Marshall. "much better sir", he replied.

Jake had attended a debriefing the moment he had got back where he had told his story. Everyone had listened carefully, Jake had been warned not to tell anyone. "Are you sure about what you heard this Miss Russell say as you were leaving, it all sounds too improbable to me". "Well sir I've put a lot of thought into it and I'm convinced I'm right".

He finally believed Samantha had said that Germany had invaded Poland not to start a war but because the German hierarchy knew the whereabouts of the Inca treasure and wanted it for themselves.

CLASSIFIEDS Free to Members!

FOR SALE -

- Miss America old timer, 7ft wingspan. Enya 41 4 stroke. Built & covered by Greg Robertson. 3 servos, just add receiver and fly!! \$350 ono. For sale on behalf of Steff Gray who has moved to Qld, **picture on page 4**

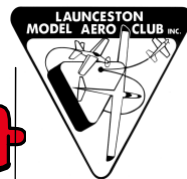
Contact Peter Haworth on 6327 3634

WANTED

- Futaba 4 channel 29mHz Receiver

Contact John Derrick 6394 7509

————— o —————



Coming Events



DATE	EVENT	DETAILS	TIME
Nov. 24	NWAM	Pattern Day	9:30am
Dec. 1	NWAM	Glider Day	9:30am
Dec. 8	NWAM	All Models Day	9:30am
Dec. 16	7 Cell Glider (if supported) Fun Fly	Round 2 Round 3	9 am 11am
Dec. 16	Christmas Party	George & Kerry's	4 pm
Jan 19	Scale Fly In		10am
Feb. 16	Pattern Day	Nov./Sp'man/Adv./ Exp.	10am
Feb 23/24	NWAM	State Pattern Ch'ships	9:30am
Mar 9,10	Open Glider State C'ship	Symmons Plains	10am
Mar 16	7 Cell Electric Glider	State Ch'ship.	10am
Apr. 20	Fun Fly	State Fly'in	10am

"BOLD" text denotes LMAC events

Contests to be on the day specified. If weather is not suitable, then the next day, Sunday. If that too is not suitable then the event is cancelled and we move to the next contest scheduled.

"Club Day" is the first Saturday in each month.
"Cafe Symmons" will operate each Contest Day and Club Day.
(Please come along to both these events. These are important fund raising events for your club . Ed.)

Tear out this page and keep it handy

If not claimed within 14 days
please return to
P.O. Box 1204
Launceston Tas. 7250

